

## Project Overview

**Background:** The South Dakota Department of Transportation (SDDOT) and Federal Highway Administration (FHWA), in coordination with the City of Rapid City (the City) is in the process of undergoing planning and environmental studies in order to reconstruct the Silver Street/Interstate 190 (I-190) interchange.

### Project Timeline:

June 2010: Phase 1 of the Project researched the designation of I-190 as an interstate roadway and developed eight potential interchange alternatives.

February 2011: Initiated Phase 2, an Environmental Assessment and Interstate Justification Report, to select a preferred Silver Street Interchange alternative.

March 2011 - Public Meeting: Meeting held to display and gather input on the eight initial interchange alternatives.

March to September 2011: Completed field studies and Study Advisory Team review meetings with City and agencies to understand the existing conditions in the study area and to determine the impacts of the alternatives.

September 2011 - Public Meeting: Meeting to gather comments on the remaining viable alternatives and review preliminary environmental findings.

September to October 2011: Complete the Draft Environmental Assessment and Draft Interstate Justification Reports. SDDOT and FHWA to review and comment on the document.

December 2011: Draft Environmental Assessment released for public comment and a public meeting to be held.

## Descripción del proyecto

**Antecedentes:** El Departamento de Transporte de Sur Dakota (SDDOT) y la Administración Federal de Carreteras (FHWA), en coordinación con la ciudad de Rapid City (la ciudad) se encuentra en el proceso de planificación y sometidos a estudios ambientales con el fin de reconstruir la calle Silver Street/ Interstate 190 (I-190) de intercambio.

### Cronograma del proyecto:

Junio del 2010: Etapa 1, del Proyecto es continuar la investigación del intercambio I-190 como una carretera interestatal, y el desarrollo de ocho posibles alternativas.

Febrero 2011: Etapa 2, Iniciar una Evaluación Ambiental y un Informe de Justificación Interestatal para seleccionar una alternativa preferida del intercambio de Silver Street.

Marzo del 2011: Reunión Pública para mostrar y obtener el opinión del público sobre las ocho alternativas iniciales.

Marzo a septiembre del 2011: Finalización de los estudios prácticos, reviso por parte del equipo de Estudios de Asesoramiento, y reuniones de información con las agencias de la ciudad para entender las condiciones existentes en el área del estudio y para determinar los impactos de las alternativas.

Septiembre del 2011: Reunión Pública para recoger comentarios sobre el resto de las alternativas viables y para revisar los resultados preliminares ambientales.

Septiembre a octubre del 2011: Completar la Evaluación Preliminar Ambiental y el Informe Preliminar Interestatal de Justificación. SDDOT y FHWA revisarán y harán comentario sobre el documento.

Diciembre del 2011: El Proyecto de Evaluación Ambiental se dará a conocer al público para comentario y también tendremos una reunión pública.

South Dakota Department of Transportation

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## Invitation/Invitación

### Silver Street/I-190 Interchange Justification Report



### Public Meeting/Open House: Reunión Pública

**September 14<sup>th</sup>, 2011 14 de Septiembre de 2011**  
**Howard Johnson Hotel**  
**950 North Street**  
**4:30 pm - 6:30 pm**  
**Presentation: 5:00 pm**

All persons interested in this project are invited to attend this meeting/open house to share your views and concerns.

Todas las personas interesadas en este proyecto están invitadas a asistir a esta reunión para compartir sus opiniones y preocupaciones.

Notice is further given to individuals with disabilities that this open house/public meeting is being held in a physically accessible place. Please notify the SDDOT ADA Coordinator at least 48 hours prior to the open house/public meeting if you have special needs for which this agency will need to make arrangements. The telephone number for making special arrangements is 605-773-3540 or 1-800-877-1113 (Telecommunications Relay Services for the Deaf).

For further information, please contact  
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U.S. Department of transportation  
Federal Highway Administration



The four alternatives shown are being considered for the Silver Street/I-190 Interchange and will be further discussed at the public meeting/open house.



#### Alternative 1

##### Benefits of Alternative 1:

- Driver familiarity with the standard diamond interchange.
- Connection option not needed.

##### Drawbacks of Alternative 1:

- Connection from Silver Street to North Street would not comply with the City's Major Street Plan.
- Skewed cross road is a potential safety issue.
- Project footprint would require property acquisitions.

#### Alternative 1a

##### Benefits of Alternative 1a:

- Standard diamond interchange meets interstate design standards and improves safety and traffic capacity.
- Connection from Philadelphia Street to North Street would comply with the City's Major Street Plan.

##### Drawbacks of Alternative 1a:

- Project footprint would require property acquisitions.
- Alters existing traffic connection from Silver Street to North Street.

**Interchange Alternative 1a Intercambio Alternativa 1a**



#### Alternative 2a

##### Benefits of Alternative 2a:

- Smaller footprint minimizes impacts to property and surrounding area.
- Connection from Philadelphia Street to North Street would comply with the City's Major Street Plan.
- Driver familiarity with the design, less safety concerns.

##### Drawbacks of Alternative 2a:

- Alters existing traffic connection from Silver Street to North Street.
- Project footprint would require property acquisitions.

**Interchange Alternative 2a Intercambio Alternativa 2a**



#### Alternative 3a

##### Benefits of Alternative 3a:

- East bound to south bound movement would be non-stop therefore improving movement from the Rushmore Plaza Civic Center.
- Connection from Philadelphia Street to North Street would comply with the City's Major Street Plan.

##### Drawbacks of Alternative 3a:

- Project footprint would require property acquisitions.
- Additional structure cost.
- Alters existing traffic connection from Silver Street to North Street.



**Interchange Alternative 3a Intercambio Alternativa 3a**

